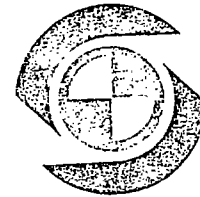


Your
Seattle
Engineering Department

Paul A. Wiatrak, City Engineer
Wes Uhlman, Mayor



July 26, 1976

Dear Property Owners:

In 1973, former City Engineer Robert Gulino initiated a policy mandating that whenever a City-maintained dirt and gravel street was to be substantially disrupted by underground construction work, minimum surface restoration would be a one-inch "stabilize and sealcoat" temporary street improvement. In those projects completed since 1973, most of the cost of this type of street betterment has been paid from City street funds. The only cost to the construction projects has been the equivalent cost of oiling the affected streets.

In residential areas this policy has worked very well. At virtually no direct cost to themselves, property owners have benefitted from a smooth street surface vastly superior to what they had before underground construction began.

The Fox Avenue South, etal Sanitary Sewer Project has recently been completed, and we would like to begin street restoration as soon as possible. However, a study by the Engineering Department Materials Testing Lab has determined that a one-inch thick improvement is not appropriate for this area and would quickly deteriorate because of the heavy truck traffic. Therefore, I am rescinding the 1973 policy as it relates to projects in the industrial area.

I would like to advise you, however, that City street funds can be made available to assist property owners should they wish to pursue a higher grade of improvement. (You may have received a previous letter to this effect.) Specifically, I ask you to consider paving your street with at least a 3-inch thickness asphalt mat. The paving could be accomplished by either of the following two methods:

- (1) Private contract through the Board of Public Works. Under this arrangement, the City would contribute at the rate of \$5.13 per linear foot of paving, regardless of width. You (along with your neighbors, if applicable) would pay all other costs.



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- (2) Local Improvement District (Statutory Petition). Under this method, your contribution would depend on the width of the roadway from a minimum of \$5.15 per assessable front foot for a roadway 25-feet wide (or less) to a maximum of \$9.45 per assessable unit for a roadway 40-feet wide.

The advantage of the first method is that the work could begin sooner. Also, you would benefit if bids came in lower than expected. (If bids came in higher than expected, you would have the option of not proceeding with the project, forfeiting a small deposit only.)

The advantage of the second method is that you would know ahead of time what the project would cost you, and you could make payments over a ten-year period at 6½% interest. Disadvantages include the relative slowness of this method, and the fact that you must obtain signatures representing 60% of the affected properties.

Please consider these alternatives, discuss them with your neighbor, and then contact the Engineering Department if you wish to pursue either of these options. If you are interested in going private contract, call Maurice Hillyard of our Engineering Operations Group at 625-2725. If you prefer the L.I.D. approach, call Larry Knutson at 625-2375.

If we don't hear from you within the near future, we will restore affected streets to their condition prior to the sanitary sewer project, by grading and oiling.

Very truly yours,
Sgd Paul A. Wiatrak

PAUL A. WIATRAK, P.E.
City Engineer

CC H.E.L.
Paul G.